

1st Carload of Coal
Shipped out of
Coalville, Utah

14 May 1873

FIRSTS in Wasatch County

The First:

✓ Wed. 7.—John S. Eldredge, one of the Pioneers of 1847, died at Charleston Wasatch Co., Utah.

Sat. 10.—Elder James D. McCullough died at Panaca (Nevada).

Tues. 13.—James Edwards, a desperado, was killed at Sandy, Utah, after threatening the lives of several citizens.

Wed. 14.—The first car-load of coal was shipped from Coalville, over the Summit County Railway.

Thurs. 15.—Apostle Erastus Snow and son (Erastus W.) arrived in Copenhagen, Denmark, on a visit.

Sun. 18.—Pres. Geo. A. Smith and part of the Palestine party arrived in London, England.

Fri. 23.—James G. Blaine, speaker of the U. S. House of Representatives, arrived in Salt Lake City, on a visit.

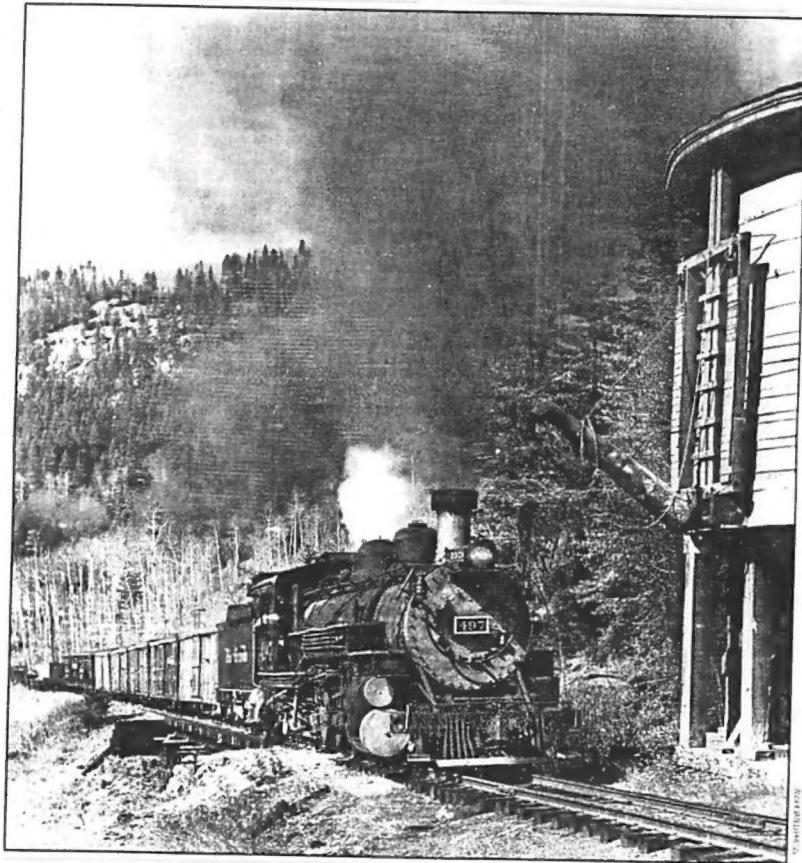
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Church Chronology

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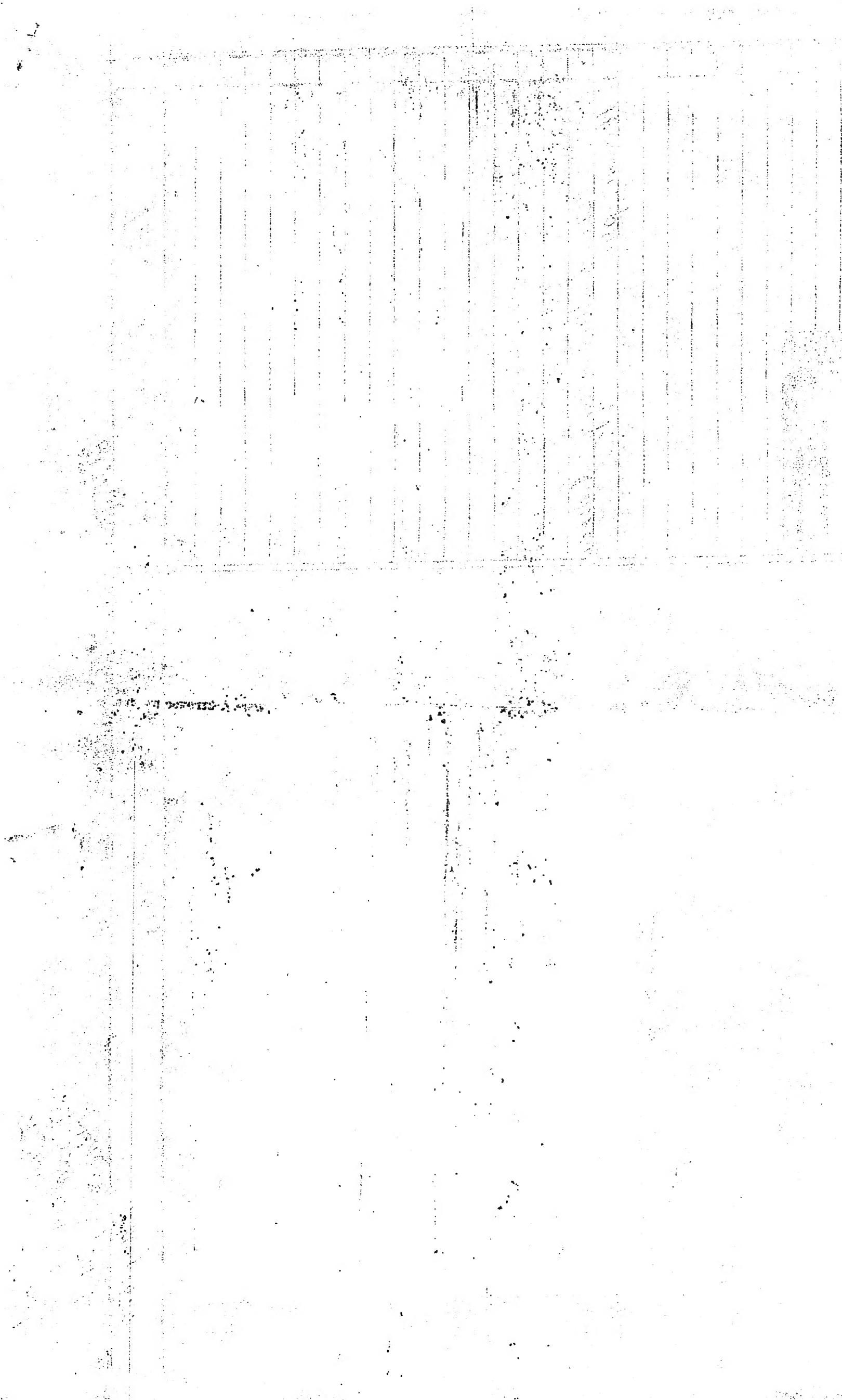
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The Proof:



Something like this one.

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W.M. C. Staines was sent apart for his mission to attend to the emigration of the Saints in New York. He labored efficiently in that business until his death in 1881.

Thurs. 6.—Apostle Erastus Snow and others left Salt Lake City for Europe. They arrived in Liverpool, England, April 1st.

Sat. 8—Quite a large number having been called by the authorities of the Church to plant colonies in Arizona, a general meeting was held in the Old Tabernacle, Salt Lake City, where they were instructed by Pres. Brigham Young and others concerning their mission.

Mon. 10.—The mason work was commenced on the St. George Temple.

Sat. 15.—Hon. Wm. H. Hooper arrived in Utah from Washington, D. C. He had served the Territory faithfully for ten years, as its delegate to Congress.

April. Sun. 6.—The 43rd annual conference of the Church convened in Salt City; it was continued for three days. Owing to infirmities incident to old age, Pres. Brigham Young resigned several minor official positions, and chose five additional Counselors, namely Lorenzo Snow, Brigham Young, jun., Albert Carrington, John W. Young, and George Q. Cannon.

Mon. 14.—Ground was broken for the Salt Lake, Sevier Valley and Pioche Railroad (afterwards the Utah and Nevada), in Salt Lake City.

* Sun. 20.—A society for young men's mutual improvement was organized by Apostle Franklin D. Richards and others, at Ogden.

Mon. 21. Elder Calvin C. Pendleton died at Parowan, Iron Co.

* Sat. 3.—The Wasatch and Jordan Valley Railway was completed to Granite, at the mouth of Little Cottonwood Canyon.

The Alta Daily Independent, a newspaper, was first published at Alta, Little Cottonwood Canyon. It only lived a short time.

On this and the following day an adjourned session of the 43rd annual conference of the Church was held in Salt Lake City.

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—Cyril Call, an aged veteran, died at Bountiful, Davis Co.

Sat. 7.—Elder Joseph W. Young died at Harrisburg, Washington Co., Utah.

Mon. 9.—A branch of four miles of the Utah Northern Railway was completed Corinne, from Brigham City Junction.

Wed. 18.—Pres. Geo. A. Smith returned to Salt Lake City, from his trip to Palestine.

Mon. 30.—Salt Lake City was first lighted with gas.

July. Wed. 2.—The steamship Wisconsin sailed from Liverpool, England, with 976 Saints, in charge of David O. Calder. The company arrived at New York July 15th, and at Salt Lake City July 24th.

Sat. 5.—Zion's Savings' Bank and Trust Company was organized; Brigham Young president.

Thurs. 10.—The steamship Nevada sailed from Liverpool, England, with 283 Saints in charge of Elijah A. Box. The company landed in New York July 23rd, and at Salt Lake City Aug. 1st.

Tues. 22.—The Arizona missionaries reached the Little Colorado river. A company of explorers, which was sent out, brought back a discouraging report of the country, whereby the company became disheartened, and returned home.

Wed. 23.—Sylvester H. Earl, one of the Pioneers of 1847, died at St. George, Utah.

Thurs. 24.—Gabriel L. Cotton and two sons were killed by S. M. Butch near the mouth of Bingham Canyon, Salt Lake Co.

Wed. 30.—Severe shocks of earthquake were felt at Beaver.

August. Fri. 1.—The first number of the Provo Daily Times was issued at Provo, Utah Co. The following year it changed to a tri-weekly publication called the Utah County Times. In 1876 it discontinued, and the Advertiser, a semi-weekly paper, published in its place.

Tues. 5.—Nine stores in Ogden, Utah, were destroyed by fire.

Tues. 26.—A small company of immigrants arrived in Salt Lake City from Australia.

September.—A military post, afterwards known as Fort Cameron, was established near Beaver, Utah.

Wed. 3.—The steamship Wyoming sailed from Liverpool, England, with 291 British and 219 Scandinavian Saints (291 British and 219 Scandinavian) in charge of John B. Fairbanks. The company, after barely escaping shipwreck near Sable Island, landed in New York Sept. 20th, and arrived at Salt Lake City Sept. 29th.

Thurs. 4.—Sarah Ann Kimball, widow of Heber C. Kimball, and daughter of the Bishop Newel K. Whitney, died in Salt Lake City.

Tues. 23.—The Utah Southern Rail-

Silver-mine train line is revived

New management rebuilds historic locomotives, rails

By Chris Roberts

Associated Press

CHAMA, N.M. — When the steam-powered locomotives of the Cumbres & Toltec Scenic Railroad began chugging up the mountain toward Antonito, Colo., passengers were hoping to find the ride a bit smoother.

"The (Federal Railroad Administration) inspected us ... and gave us a clean bill of health," said Kim Smith Flowers, marketing manager for the Rio Grande Railway Preservation Corp., the new railroad operator.

Nearly \$300,000 had been invested in evening out the old rails, rebuilding the locomotives and repainting and reupholstering the interior of the passenger cars. The first day of operation under the new management was scheduled for Saturday.

Smith Flowers said the weight of the trains pushed the rails down into the ground and that the unevenness caused the cars to sway back and forth.

"Last year, they (passengers) experienced a lot of rocking motion," she said.

But since workers jacked up 20 miles of rail to bolster them with dirt and gravel and replaced aging ties, the track is ready for traffic, she said.

Smith Flowers said the old operator was "released from its contract for lack of maintenance on engines and the track."

"Now that it's a not-for-profit corporation, a lot of the money is going back into the train," she said. "The



Cumbres & Toltec Scenic Railroad locomotive travels between Chama, N.M., and Antonito, Colo. The line's been revived.

The line originally was built in

auditor is examining the railroad to rebuilt at one of the few remaining